ment of the rights of lenders in case of loan defaults and consequent requirement of foreclosure of the mortgage. These sections have now been amended, to facilitate Indian Shipping Companies to raise extenal commercial borrowing for ship acquistiion from abroad.

इलाहाबाद में एक नये सड़क पुल का निर्माण

2531. **श्री सत्य प्रकाश मालवीय :** क्या **जल भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि

(क) इलाहाबाद जिले में यमुना नदी पर एक नए सड़क पुल के निर्माण के लिए परियोजना का क्रियान्वयन इस समय किस चरण में है;

(ख) इस संबंध में अब तक हुई प्रगति का ब्यौरा क्या है; और

(ग) निर्माण कार्य कब तक आरम्भ हो जाने की संभावना है और इसके कब तक पूरा हो जाने की संभावना है ?

जल भूतल परिवहन मंत्रालय में राज्य मंत्री (श्री जगदीश टाईटलर) : (क) से (ग) इलाहाबाद जिले में यमुना नदी पर एक नए सड़क पुल के निर्माण कार्य को मंजूरी दे दी गयी है और इसके लिए ऋण सहायता दिए जाने हेतु, ओवरसीज इकानामिक कोआपरेशन फंड (जापान) के साथ एक ऋण समझौते पर हस्ताक्षर किए गए हैं. ऋण की अपेक्षानुसार, पूरक व्यवहार्यता-अध्ययन तथा परियोजना की विस्तृत इंजीनियरी की जानी होती है, जिसके लिए कार्रवाई शुरु कर दी गयी है । ऋण की कार्यान्वयन-अनुसूची के अनुसार इस परियोजना के लिए निर्माण कार्य अक्तूबर, 1996 तक शुरु करने तथा मार्च, 2000 तक पूरा करने का लक्ष्य है ।

Criteria to declare Roads as National Highways

2532. SHRI VIRENDRA KATARIA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the criteria adoptted by Government for declaring any road as National Highway;

(b) what is the numbtr of proposals submitted by various State Governments to declare certain roads as National Highways; and

(c) what steps are taken by Government to clear the proposals expeditiously?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The critetria adopted by the Government for declaring State road as new National Highway are as under viz.

(i) Roads which run through the length and breadth of the country;

(ii) Roads connecting State capitals;

(iii) Road connecting State capitals;

(iv) Roads connecting State capital and important industrial or tourist centres

(v) Roads meeting very important strategic requirements;

(vi) Roads carrying high density of traffic over an adequate length; and

(vii) Roads which will enable sizeable reduction in travel distance and achievement of substantial economies thereby.

(b) During the 8th Plan, 134 proposals for new National Highways from various State Governments have been received.

(c) Owing to meagre allocation of funds for National Highways during the

8th Plan, it is difficult to declare any new National Highway at present.

Protection of National Highways from Floods/Cyclones

2533. SHRI S. AUSTIN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the total length of National Highways covering Tamil Nadu;

(b) what are the stretches of National Highways in the State which have been identified as prone to damage due to floods and cyclone; and

(c) what are the steps taken to protect the same from damage by natural calamities?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) 1896 km.

(b) Stretches of N. H. Nos. 4, 5, 7, 45, 47 and 49 close to the coast are prone to flood/cyclone damages.

(c) Protection works are taken up depending upon the requirements and availability of funds.

Decline in Indian Shipping lines

2534. SHRI KRISHAN LAL SHARMA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the country's 77 per cent international trade is carried by ocean freighter;

(b) whether it is also a fact that the share of Indian Shipping lines in carrying general cargo has declined from 24 per cent to 1 per cent during the last decade;

(c) whether Government have gone into the reasons of this decline and if so, what are the details thereof; and

(d) what measures are being taken to increase the shipping fleet of the country?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) About 95 per cent of India's total overseas trade in terms of volume is carried by sea.

(b) No, Sir. The percentage share of Indian Shipping lines carrying general cargo has declined from 24 per cent in 1984-85 to 14.4 per cent in 1992-93.

(c) Inadequate tonnage and absence of fully cellular container vessels in the Indian fleet, are the main reasons for decline in the share of Indian Shipping line.

(d) The Government have taken the following measures for augmenting the Indian fleet to increase the overseas trade of India and greater participation in the movement of seaborne cargo:—

1. Automatic approval is now given for:

(i) Acquisition of all catergories of ships except crude tankers and OSVs, by Private Shipowning Companies.

(ii) Sale of ships for further trading|scrapping to a compeny within India or abroad.

(iii) Acquisition of ship from an Indian Shipyard; and

(iv) Acquisition for replacement tonnage.

2. Shipping Companies have been allowed to retain sale proceeds of their ships abroad and utilise them for fresh acquisition.

3. Shipping companies are allowed to acquire vessels through bare boat charter-cum-demise method.